

What Is Claimed Is:

1. A method for monitoring at least one hydraulic component in a vehicle, comprising:
 - measuring a wear-causing loading of the at least one hydraulic component to produce a measured loading;
 - providing the wear-causing loading on the basis of a braking request; and
 - performing a comparison of the measured loading to at least one specifiable threshold value.
2. The method as recited in Claim 1, further comprising:
 - initiating a specifiable measure for reducing the wear-causing loading as a function of the comparison.
3. The method as recited in Claim 1, further comprising at least one of:
 - measuring an instantaneous loading of the at least one hydraulic component during an operation of the vehicle; and
 - determining an overall loading of the at least one hydraulic component from at least one previous loading.
4. The method as recited in Claim 1, further comprising:
 - detecting when the wear-causing loading exceeds the at least one specifiable threshold value; and
 - calculating at least one threshold value for at least one of:
 - each one of the at least one hydraulic component, and
 - at least two of the at least one hydraulic component.
5. The method as recited in Claim 1, further comprising:
 - performing at least one modification of an operation of at least one of an open-loop control system and a closed-loop control system that are situated in the vehicle in order to control the at least one hydraulic component; and
 - implementing the at least one modification of an individual system function in at least two modes as a function of the wear-causing loading.

6. The method as recited in Claim 5, wherein:

the at least one modification includes a partial shut-down.

7. The method as recited in Claim 5, further comprising:

in a first mode of the at least two modes, modifying at least one of the open-loop control system and the closed-loop control system relating to a control of at least one function in the vehicle relevant to travel comfort along the lines of minimizing the wear-causing loading; and

in a second mode of the at least two modes, modifying at least one of the open-loop control system and the closed-loop control system relating to a control of at least one function relevant to driving safety as a function of the first mode along the lines of minimizing the wear-causing loading.

8. The method as recited in Claim 7, wherein:

the modifying of the at least one of the open-loop control system and the closed-loop control system involves performing a partial shut-down of the at least one function relevant to driving comfort.

9. The method as recited in Claim 7, further comprising:

prioritizing the modification of the first mode and the modification of the second mode.

10. The method as recited in Claim 1, wherein:

the at least one specifiable threshold value represents a maximum loading of a system during operation.

11. The method as recited in Claim 10, further comprising:

storing the maximum loading of the system in a non-volatile memory.

12. The method as recited in Claim 1, wherein the at least one hydraulic component includes at least one of:

- a valve,
- a hydraulic fluid, and
- a pump.

13. The method as recited in Claim 5, wherein at least one of the open-loop control system and the closed-loop control system controls at least one of:

- a brake,
- a differential,
- a valve,
- a pump, and
- an engine of the vehicle.

14. The method as recited in Claim 1, wherein the wear-causing loading includes at least one of:

- a pressure,
- a temperature, and
- an operating voltage.

15. A device for monitoring at least one hydraulic component in a vehicle, comprising:

- an arrangement for measuring a wear-causing loading of the at least one hydraulic component to produce a measured loading;

- an arrangement for providing the wear-causing loading on the basis of a braking request; and

- an arrangement for performing a comparison of the measured loading to at least one specifiable threshold value.

16. The device as recited in Claim 15, further comprising:

- an arrangement for initiating a specifiable measure as a function of the comparison.

17. The device as recited in Claim 16, wherein:

- the specifiable measure is for reducing the wear-causing loading.

18. The device as recited in Claim 15, further comprising:

an arrangement for detecting when the wear-causing loading exceeds the at least one specifiable threshold value; and

an arrangement for calculating a different one of the at least one specifiable threshold value for at least one of:

each one of the at least one hydraulic component, and
at least two of the at least one hydraulic component.

19. The method as recited in Claim 15, further comprising:

an arrangement for performing at least one modification of an operation of at least one of an open-loop control system and a closed-loop control system that are situated in the vehicle in order to control the at least one hydraulic component; and

an arrangement for implementing the at least one modification of an individual system function in at least two modes as a function of the wear-causing loading.

20. A computer program including program code that when executed on a processing device causes a performance of the following:

measuring a wear-causing loading of at least one hydraulic component to produce a measured loading;

providing the wear-causing loading on the basis of a braking request; and

performing a comparison of the measured loading to at least one specifiable threshold value.

21. A computer program product including program code stored on one of a computer-readable storage medium and a corresponding processing unit, the program code when executed results in a performance of the following:

measuring a wear-causing loading of at least one hydraulic component to produce a measured loading;

providing the wear-causing loading on the basis of a braking request; and

performing a comparison of the measured loading to at least one specifiable threshold value.